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No. 11,923. 號三十二百九千壹萬壹第 日十二月三日二十二時光 HONGKONG, SATURDAY, MAY 2ND, 1896. 六拜禮 號一月五日六十九百八千壹英港香

# Hongkong Daily Press.

ESTABLISHED 1857.

CHUNG NGOK SAN PO  
(Chinese Daily Press).  
PUBLISHED DAILY,  
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## SHIPPING.

ARRIVALS.  
May 1. CHENG CHEW, British str., 1,215, F.  
Webb, Singapore 24th April, General—  
CHENG.

May 1. LYNNWOOD, German str., 1,238, G.  
Hermann, Canton 1st May, General—  
SIEMSEN & Co.

May 1. THALES, British str., 320, Robson,  
Tainanfu 27th April, Amey and Swatow  
30th, General—DOUGLAS IMPRINT & Co.

May 1. HANOF, French steamer, 792, Choate,  
Hainan and Hulow 1st April, General—  
A. R. MARBY.

May 1. MIRAZOR, British str., 2,168, J. R.  
London, Bombay 15th April and Singapore  
28th, Mail and General—E. & S. N. Co.

May 1. BENTHOE, British str., 1,190, W. A.  
Dixie, Liverpool and Swatow 30th April,  
Eels and Wok—General.

May 1. INCIDENTS, British str., 1,805, H. Purse,  
Bangkok 24th April, General—  
C. H. Hock, London 27th March, and Singapore  
23rd April, General—P. & O. S. N. Co.

CLEARANCES.  
AT THE HARBOUR MASTER'S OFFICE.  
1ST MAY.

Lyderhorn, New str., for Kutchinian,  
Colorado, Amer. bark, for Kebo.

Saint Louis, French str., for Newchawng,  
Borneo, German str., for Bangkok.

Chamchew, British str., for Swatow.

Picciola, German str., for Chefoo.

DEPARTURES.

May 1. HATAN, British str., for Swatow.

SHILOH, British str., for Canton.

May 1. PRINCE, German str., for Hochoow.

May 1. MANILA, British str., 2,711, R. L. Hadcock, London 27th March, and Singapore  
23rd April, General—P. & O. S. N. Co.

PASSENGERS.

ARRIVED.

Per CHANG, Chinese str., from Singapore.—

Mr. Collins and Miss Chinese.—

Per THOMAS, str., from Tainanfu.—Mr.—

and Mrs. Richardson and child, Mrs. Boyd and

2 children, Mr. Gilbert.

Per MIZPORA, str., for Hongkong from

London.—Mr. and Mrs. C. Moore and infant,

Mr. Kerr, Dr. P. E. Ayres, Messrs. L. M.

Graves, Thompson Brown, A. Van

Meier, and Boyle, from London.—Mr. E.

Sharp, from Gibraltar.—Dr. G. Hines, Evans

—Dr. Naomi Garton, from Singapore.—Mr.

Mr. Conroy, June, Miss Conroy, and Mr.

Si Poon Yung, for Shanghai from London

—Miss Evans, C. and K. Hansen, and A. Gracie

For Yokohama, from London.—Mr. and Miss

Maude, and Burtt.—From Bombay—Lieut. Col. R. C.

Jones, from Colombia—Mr. and Mrs. G. Moke

Norie, from Manila, str., from London—Mr. Gillies.

DEPARTED.

Per HOLOH, str., for Amoy.—Mr. To Swayan,

For Foochow.—Right Rev. Bishop Barlow, Mr.

and Mrs. E. J. Ross, and Mr. Charles Wolfe.

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We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

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THE HONGKONG DISPENSARY,  
Hongkong, 5th January, 1896.

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Correspondents must forward their names and address with communications addressed to the Editor, not for publication, but on evidence of good faith.

All letters of application should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY Press should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS—A.D.O. Co., P.O. Box 20.

On YOUNGKONG, MAY 2nd, 1896.

At the annual banquet of the Association of Chambers of Commerce of the United Kingdom the toast of "The Foreign Ministers" was proposed by Mr. CURZON. "The outside world," he said, "knew little of the real character and value of the diplomatic labour. Too often they deserved the credit while the statesmen and politicians—an ephemeral and discredited race—reaped the glory. The representatives of foreign countries were in truth the accredited plenipotentiaries of the greatest of all sovereigns and the noblest of all courts—the court of international peace. Those only who were in the inner circle of foreign affairs could realize the extent to which foreign complications were composed and foreign dangers averted by the silent and subtle influence of those gentlemen whose presence was little seen in public, and whose names were, perhaps, not too well known, but who, in reality, in the background, while Parliaments blundered and newspapers inflamed, were the sure and silent instruments drawing together the hearts of nations by invisible and golden cords." What the Under Secretary of State said with reference to the Foreign Ministers accredited to the Court of St. James he would presumably be prepared to say with reference to the Ministers representing his own country at Foreign Courts. How would his remarks apply in the case of Peking? Have the British Ministers at that Court exercised the influence Mr. CURZON claims for diplomats in general? According to their own account, or, perhaps they should say, according to the excuses put forward for them by their friends, in recent years, at all events, they have not been allowed to exercise any influence at all; they have been mere automata with no will of their own, all their movements being directed by the pulling of strings from Downing Street. We have never been able to acquire in this theory of the effacement of the Minister, to which the last two holders of the office have so complacently surrendered. The result has been that, not being inclined, or not being allowed, to exercise an influence for good, they have exercised an influence for evil, and the effacement of the Minister has meant the effacement to a very great extent of British prestige in China. Whatever blame may be cast on Downing Street for this painful state of affairs, an equal share must also be cast on the Ministers who allowed themselves to be effaced. With the advent of the present holder of the office we trust a new era has dawned, and that the British representative at Peking will henceforth play that important part which Mr. CURZON claims for diplomats.

But there is another point in Mr. CURZON's remarks that suggests reflection. Is it a fact that, while Parliaments blunder and newspapers influence, diplomats are the sure and silent instruments drawing together the hearts of nations by invisible but golden cords? Is it not rather the fact that the estrangements of nations are due mainly to the folly and iniquity of their diplomats? If some enterprising and

industrious student would undertake to write a history of treaties, tracing the effects of their stipulations when brought into operation, the makers of the majority of them would come in for little credit and much blame. In former times, less enlightened than the present, the nations were at the mercy of their rulers and potentates, and the Ministers appointed by these, but the time has arrived when the compact sense of the public should be brought to bear, and in a measure be brought to bear, upon the conduct of diplomatic negotiations. When "newspapers inflame" it is generally because the information available to them is imperfect and misleading; make all the facts public and inflammatory writing will become harmless and the good sense of the nation may be trusted to arrive at sound conclusions. This principle could of course have no application in semi-civilized countries; but, as in between such nations as England and the United States, it is intolerable that the risk of war should be incurred by the blundering of incompetent or ill-informed officials. The true history of the Venezuelan question, as set out by Mr. HENRY NORMAN in his article in *Compton's*—and he gives chapter and verse for all his statements—appears to be a history of blundering from beginning to end, insomuch that whereas Lord SALISBURY wrote on the 26th November that "The Schomburgk line was proclaimed as the irreducible boundary of the colony in October, 1856," as regards the rest, that which lies within the so-called Schomburgk line, "Her Majesty's Government do not consider that the rights of Great Britain are open to question;" it was in three months semi-officially announced that "this country is now perfectly willing to refer to arbitration the title to all unsettled territory, discarding the Schomburgk line, but excluding the settled districts." The concession was not made in any spirit of "backing down," but simply because it was discovered that the Schomburgk line was not legally defensible as an indication of dominion and empire on the part of Great Britain. When blunders such as this are brought to light, it is time some permanent court of international arbitration was set up as a protection against the warlike consequences that might otherwise ensue from the mistakes of gentlemen who, according to Mr. CURZON, are supposed to draw together the hearts of nations by invisible but golden cords. In China we have to deal with entirely different conditions, but even here much advantage would result, and many lamentable mistakes be avoided, if our diplomats were subjected to the beneficial influence of a little wholesome daylight.

Dressing accounts are given in the Tonkin papers of the fires prevailing in that country. Correspondents must forward their names and address with communications addressed to the Editor, not for publication, but on evidence of good faith.

All letters of application should be written on one side of the paper only.

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On YOUNGKONG, MAY 2nd, 1896.

At the Police Court yesterday Commander W. C. H. Hastings held an inquiry respecting the fire at a tea shop at 115, Praya West. There were no suspicious circumstances and the premises were released.

By the English mail yesterday a plainly dressed letter was received at this office, which had been posted at Canton, but which, instead of being included in the local delivery, had been sent on to Paris, whence it was returned.

The morning, between 9 and 10.30 a.m., the steamship *Surgeon*, carrying the British flag, will call long enough to hoist the armament party, to convey mail to 11 a.m. service at St. Peter's (Seamen's) Church, returning about 12.30.

The Queen has been pleased to approve of the appointment of Lieut.-General George Digby Barlowe to be Governor and Commander-in-Chief of the Bermudas or Somers Islands, in succession to General Thomas Casey Lyons. Berlina is to be congratulated on the appointment.

The Japanese battleship *Fuji* was successfully launched on 31st March at the yard of the Thunes Ironworks Company, where she has been built. She is the heaviest battleship ever launched from a slip either in a public or private yard. The ceremony was performed by Miss. Kato, wife of the Japanese Minister.

A petition has been presented to the Governor by the English proprietors of rice mills, asking for protection from the opium monopoly, with which they are threatened by the competition of the Chinese mills. They suggest an increase of five cents per hundred grammes in the export duty, with a rebate of ten cents on rice treated in French mills.

A representative of the *Times of Ceylon* sought an interview with H. E. Li Hung-chang, at Colombo, on the 21st. The interview was denied to give the reporter the information he required. The Viscount, the reporter was informed, had, as far as I could get, enjoyed his journey, standing the fatigue very well indeed. They had met with any rough weather, but there was a fog at Hongkong which prevented the *Ernest Simon* entering the harbour on the 21st, and the ceremony was delayed until the 22nd.

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Death or Total Permanent Disablement by

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\$2.10 to \$3 a week in case of Temporary

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For Glasgow, 10 cases blackwood, and 7

cases sandries.

For P. & O. steamer *Pashawm*, sailed on the 25th April.

For London—20 cases pearl shells, 10

cased blackwood, 30 cases feathers, 6 cases

china-work, 13 cases cigars, 50 cases white

soaps, 30 boxes silk, 12 boxes tea, 20 boxes

canes, 175 cashmere, & 8 packages sandries. For

London for Manchester—8 cases

for Liverpool—3 cases sandries, and 1 case

sandries.

For Glasgow—2 cases chinaware, and 7

cases sandries.

For steamer *Prinsen*, sailed on the 26th April.

For London—750 boxes halps, 500 boxes cans,

1 case silk, 27 cases cigars, 65 cases pearl shells,

46 cases chinaware, 3 cases feathers, 3 cases

ginger, 835 packages firecrackers, and 6 pack-

ages sandries. To London for Macau—

To Shanghai—Miss Alice Davies, Mr. J. W.

Stevenson, Mr. Tsen Er-foung, Miss Anna Fender, Mrs. Clara Hermann, Miss Clara Heermann, Miss Else Heermann, Mr. C. G. Siemssen, Miss A. D. Killock.

EXPORT CARGOES.

Per steamer *Dardanis*, sailed on the 15th April.

For London—20 cases pearl shells, 10

cased blackwood, 30 cases feathers, 6 cases

china-work, 13 cases cigars, 50 cases white

soaps, 30 boxes silk, 12 boxes tea, 20 boxes

canes, 175 cashmere, & 8 packages sandries. For

London for Manchester—8 cases

for Liverpool—3 cases sandries, and 1 case

sandries.

For steamer *Turbo*, sailed on the 21st April.

For Havre—400 cases camphor. For Hay-

12 cases human hair, 20 cases chinaware, 47

halves canes, 60 cases briar, 113 halves

blackwood, 120 rolls mats and matting.

For P. & O. steamer *Shanghai*, sailed on the 21st April.

For New York—23 packages sun-

dries from Foochow, 175 boxes waste silk, 200

packages tea, 60 boxes tea, 650 lbs. congo, 44

cases blackwood, 45 rolls mats and matting,

13 cases feathers, 15 boxes rattan, and 17

packages sandries.

For steamer *Dardanis*, sailed on the 15th April.

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soaps, 30 boxes silk, 12 boxes tea, 20 boxes

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## NOTICE TO CONSIGNEES

STEAMSHIP "NATAL"  
COMPAGNIE DES MESSAGERIES  
MARITIMES.  
NOTICE.

CONSIGNNEES of cargo from London, as  
S.S. *Guadiana*, from Havre as S.S.  
*Bayadé*, from Borden as S.S. *President*,  
*Lercy* (*Latour*), will be despatched for the  
above ports **TO-DAY**, the 2nd May, at  
4 P.M.

VESSELS ON THE BERTH  
FOR SHANGHAI

**"LYEEMOOON."**  
Captain G. Haenrath will be despatched for  
the above port **TO-DAY**, the 2nd May, at  
4 P.M.

For Freight or Passage, apply to  
SIEGMSEN & CO.

Hongkong, 29th April, 1898. [1065]

Bills of Lading will be countersigned by the  
Undersigned.

Optional cargo will be taken unless  
intimation is received from the Consignee  
for **NOON**, the 20th inst., requesting  
it to be landed here.

Bills of Lading will be countersigned by the  
Undersigned.

Goods remaining unclaimed after **SATUR-**

**DAY**, the 2nd May, at **NOON** will be subject  
to rent and landing charges.

All claims must be sent to me on or before  
the 2nd May, the 2nd May, or they will not be  
recognized.

All damaged packages will be examined or  
**FRIDAY**, the 1st May, at 3 P.M.

No Fire Insurance has been effected.

C. TOURNAINE,  
Acting Agent.

Hongkong, 26th April, 1898. [2]

OCEAN STEAMSHIP COMPANY.

CONSIGNNEES per Company's Steamer

**"TEUCER."**  
are hereby notified that their cargo is being dis-  
charged into their steamer landed at the Go-  
downs of the Undersigned, in both cases it will  
be at Consignee's risk. The cargo will be ready  
for delivery from Craft or Godown on  
and after the 29th inst.

Goods undelivered after the 6th May will be  
subject to Rent. All damaged Goods must  
be left in the Godown where they will be  
examined at 11 A.M. on the 7th May.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 27th April, 1898. [1031]

NAVIGAZIONE GENERALE  
ITALIANA.  
(Florio & Battista United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAK AND SINGAPORE.  
THE Steamship

**"LETIMBRO"**  
having arrived from the port, Consignees  
will be despatched for the underlined before  
the 6th May, or they will not be re-  
cognized.

No Fire Insurance has been effected, and any  
goods remaining in the Godowns after the 4th  
May will be subject to rent.

Bills of Lading will be countersigned by the

CARLOWITZ & CO.,  
Agents.

Hongkong, 27th April, 1898. [16]

FROM HAMBURG, PENANG, AND  
SINGAPORE.

THE Steamship

**"HERTHA."**  
Captain Hildebrandt, having arrived from the  
above ports, Consignees of cargo are hereby  
requested to send in their Bills of Lading for  
counter-signature by the underlined and to  
make immediate delivery of their goods from  
aboard.

Optional cargo will be forwarded unless notice  
to the contrary is given before **NOON** **TODAY**.

Any cargo impeding her discharge will be  
landed into the Godown of the Hongkong and  
Kowloon Wharf and Godown Company, Limited,  
and stored at Consignee's risk and  
expense.

All claims will be submitted after the goods  
have left the Godown, and all goods remaining  
undelivered after the 6th May will be sub-  
ject to rent.

All broken, chafed, and damaged goods are  
to be left in the Godown, where they will be  
examined on the 6th May, at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO.,  
Agents.

Hongkong, 30th April, 1898. [1068]

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL

THE Company's Steamship

**"PALAMED."**

Captain Williams, will be despatched as above  
TO-DAY, the 2nd May.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 22nd April, 1898. [618]

FOR YOKOHAMA AND KOBE.

THE Steamship

**"HERTHA."**

Captain Hildebrandt, will be despatched for  
the above ports **TO-DAY**, the 2nd May, at  
3 P.M.

This Steamer has superior accommodation for  
First and Second Class Passengers and carries  
a Doctor and a Stewardess.

For Freight or Passage, apply to

SIEMSEN & CO.,  
Agents.

Hongkong, 30th April, 1898. [1064]

FOR SINGAPORE, PENANG, AND  
CALCUTTA.

THE Steamship

**"LIGHTNING."**

Captain J. G. Spence, will be despatched for  
the above ports **TO-DAY**, the 2nd May, at  
3 P.M.

For Freight or Passage, apply to

DAVID SASOON & SONS & CO.,  
Agents.

Hongkong, 23rd April, 1898. [1041]

THE CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED.

FOR SHANGHAI, NAGASAKI, MOJI,  
KOBE, AND YOKOHAMA.

THE Company's Steamship

**"Moyune."**

C. H. Kemp, Commander, will be despatched as  
above **TO-DAY**, the 2nd May, at 3 P.M.

For Freight or Passage, apply to

HOLLIDAY, WISE & CO.,  
Agents.

Hongkong, 23rd April, 1898. [1049]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR SINGAPORE.

THE Steamship

**"PARHOL."**

Captain Stott, will be despatched on MON-  
DAY, the 4th May.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 2nd May, 1898. [1061]

FOR SINGAPORE, HAVRE, AND  
HAMBURG.

(CALLING AT NAPLES FOR LANDING  
PASSENGERS.)

(Taking cargo at through rates to ANTWERP,  
AMSTERDAM, ROTTERDAM, LISBON, OPORTO,  
LONDON, LIVERPOOL, and BREMEN.)

THE Steamship

**"IRENE."**

Captain R. Schöler, will be despatched for the  
above ports on **THURSDAY**, the 7th May, at  
4 P.M.

This steamer has superior accommodation for  
First and Second Class Passengers and carries  
a Doctor and a Stewardess.

For Freight or Passage, apply to

SIEGMSEN & CO.,  
Agents.

Hongkong, 29th April, 1898. [1069]

## VESSELS ON THE BERTH

## FOR SHANGHAI

## THE Steamship

**"LYEEMOOON."**

Captain G. Haenrath, will be despatched for  
the above port **TO-DAY**, the 2nd May, at  
4 P.M.

For Freight or Passage, apply to  
SIEGMSEN & CO.

Hongkong, 29th April, 1898. [1065]

Bills of Lading will be countersigned by the  
Undersigned.

Optional cargo will be taken unless  
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No Fire Insurance has been effected.

C. TOURNAINE,  
Acting Agent.

Hongkong, 26th April, 1898. [2]

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